



State Route 11/Otay Mesa East Port of Entry Project

FACT SHEET

GOALS

It's been 23 years since the last border crossing opened between California and Baja California, Mexico, and during that time both trade partners benefited from strong economic growth.

The new border crossing and connecting freeway will do even more to promote the transportation of vital goods and services across the border, and help the two nations remain competitive in the world market.

CONTACT

Project Manager
Mark Baza at
(619) 688-2545
or by e-mail at
Mark.Baza@dot.ca.gov

Department of Transportation
4050 Taylor Street
San Diego, CA 92110
Ph: (619) 688-6670
Fax: (619) 688-3695
www.dot.ca.gov/dist11



THE PROJECT

Details include the proposed construction of State Route 11 (a four-lane freeway) and a new U.S. Customs and Border Protection Port of Entry in the community of East Otay Mesa, San Diego. SR-11 will extend about two miles from SR-905 south to the new Otay Mesa East Port. The new freeway and port will curb traffic congestion and reduce frequent border wait times of more than six hours for commercial trucks at the nearby Otay Mesa Port and up to three hours for cars at Otay Mesa and San Ysidro ports. It will provide a seamless connection south of the border to the Tijuana-Rosarito Corridor, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads in Baja California, Mexico.

The passage of Senate Bill 1486 and the subsequent issuing of a federal Presidential Permit in 2008 opened the door for the San Diego Association of Governments (SANDAG) to seek private investment dollars to cover the shortfall in construction dollars and provide a premium crossing option for a fee. This premium option may reduce wait times from three hours down to less than a half hour. The Permit is a component of the state's intent to finance the project through tolls or user fees and is required by the financial investment industry for moving forward with public toll financing.

TRAFFIC

The project will reduce traffic congestion at the other three land ports in San Diego County (San Ysidro, Otay Mesa and Tecate). The biggest impact will be felt at the Otay Mesa Port, which serves more than 90 percent of commercial truck traffic entering the county. More than 1.4 million trucks carrying an estimated \$28.6 billion in goods crossed at the Otay Mesa Port in 2006. The number of trucks is expected to double by 2025.

CONSTRUCTION COSTS

SR-11 ranges from \$300 million-\$360 million, while the new Otay Mesa East Port has a price tag of between \$300 million-\$350 million. The Proposition 1B Trade Corridor Improvement Fund is contributing \$75 million for the project. The State Transportation Improvement Program has contributed \$13 million and \$800,000 has come from the federal government.

Construction would create approximately 8,134 new jobs, generating an estimated \$463,850 for the local economy. Operation of the facility, combined with the extension of SR-905, would create an additional 33,900 jobs and generate about \$1.2 million.

STATUS

An environmental study for the program has been completed and a second study for the project itself is underway, with completion expected in 2010. The schedule calls for the project breaking ground in 2012 and opening in 2014, contingent on full funding.

[illegible]

Feet



*District 11
Geographic Information Systems
December 2008*



Proposed Otay Mesa East POE